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We make suits to order from 5.00 to \$15 cheaper than any other first-class tailoring establishment in Portland.

Farnsworth-Herald Tailoring Company,

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TORPEDO BOAT HOLLAND TESTED

Her Remarkable Performance in the Presence of Naval Officers.

IS A COMPLETE SUCCESS

The Inventor Sheds Tears Over the Final Victory of His Many Years of Trial and Disappointment.

NEW YORK, Nov. 7.—The submarine torpedo boat Holland was successfully tested in Peconic bay, L. I., yesterday. At the close of the test, the members of the board of inspection, Rear-Admiral Rodgers, Commanders William H. Emory and Charles H. Rollicker, and Naval Constructor Washington F. Capps, shook hands with John P. Holland, the inventor, and congratulated him on his success. He had waited 25 years for victory and tears streamed down his cheeks when the naval officers greeted him.

The lighthouse tender Cactus, with the members of the board left Greenport, L. I., at 5 o'clock and ran to New Suffolk, where the Holland has been since June. The members of the board then went into the Holland as she lay at the dock and minutely examined the mechanism and workings.

At 2 o'clock Rear-Admiral Rodgers and his fellow members boarded the steam yacht Josephine. There were also on board several representatives and guests of the Holland company. The Josephine then left for the measured and staked course in Peconic bay.

The requirements for the tests as laid down by the board were: (a) Have three torpedoes in place; (b) Have all arrangements made for discharging torpedoes without delay; (c) Be prepared to fire torpedoes at full speed when submerged as well as when at full speed on surface; (d) Have crew exercised by actual practice so as to be able to make a required submerged run and steer a straight course.

In order to make a trial submerged

run of two miles, it is recommended that two marking buoys be placed a mile apart and that a boat to serve as torpedo target be anchored near one of these buoys, so that the Holland, after running a mile under water can come up to the surface for observation, discharge her torpedo and then, diving again, can return to the first buoy. This would complete her two miles under water run. A measure of her efficiency will be shown by the number of times it is necessary for her to come to the surface for observation.

The owners of the Holland complied with these specifications and suggested some more elaborate tests but the suggestions for additional trials were not accepted by the board.

The Holland ran out to the course and then Captain Lowe and Commander Emory descended into the light round turret on the top of the Holland. The cap was closed and the Holland prepared to make the first trip along the measured mile.

The beginning of the course was marked by two red and white poles set 300 feet apart. The termination of the mile was marked in the same manner. Beyond the termination was set a pole to be used as a target. Between the two ends of the mile were poles so that the board could note the adherence to the course or any deviation from it.

The course was by compass due north and south, the starting point being the south end.

When all was ready the Holland sank to the depth of ten feet, while going at full speed, which was attained almost immediately. This left the tip of the flag poles on her deck exposed. But for these it would have been impossible to have traced the boat, as while submerged she made no disturbance upon the surface. She traveled at the rate of eight knots an hour, making the distance from start to turning point in nine and one half minutes.

Arriving at the end of the mile she shot to the surface, her turret coming into view. Ten seconds later she had again disappeared. Within the ten seconds she corrected her course having deviated only seventy feet from the true course and fired a regulation Whitehead torpedo, weighing 240 pounds, which went spinning off toward the target 800 yards away. Meanwhile, as the deadly missile whirled through on its course, the Holland swung around and started back. She

turned in a radius of 75 feet, or about one and one-half times her own length. She was flying back to the starting point before the missile had run its course.

The return trip was made in about the same time as the outward run and was equally successful.

Commander Emory and Captain Lewis then left the Holland, and Commander Capps and Lieutenant Henderson entered the boat and another trip was undertaken. The results were the same, except that instead of rising to the surface to discharge the missile, the Holland fired it while submerged. Almost before the torpedo reached the surface, the Holland had turned partially about, and by the time the missile was well on its journey the Holland was on its way back.

The missile was well thrown, and came so near the flag pole used as a target that it was evident that no vessel could have escaped if in the path of the torpedo. The boat shot to the surface between the starting flags.

At no time was there any error of more than a few feet in calculation as to the distance traveled. The range and course is taken by the steersman as the boat sinks. While submerged he cannot see anything and has to calculate, as he flies along, just how far the boat travels each second, so as to know when to rise at the end of the given distance. While doing this he must steer the compass course taken at the moment of diving.

The Holland then ran a quarter of a mile on the surface, and at speed test. The rate attained was eight knots, but it was claimed she would have passed this speed had the whole mile been run. The object of the short test, however, was to see how quickly she got under way.

The Holland then headed for New Suffolk, where she was tied up. She will remain at that place until next week, when she will be taken to Washington. She will probably travel by the inside route, although Captain Lowe has sought Mr. Holland's permission to go by the outside course, and the crew is willing to take her that way.

The trials were held today, with a fair sea running. This, of course, did not affect the Holland while under water.

BRITISH NAVY STILL ACTIVE

ANOTHER SQUADRON READY

Continuous Procession of War Ships Passing Through the Suez Canal.

NEW YORK, Nov. 7.—A dispatch to the Herald from London says:

The Daily Telegraph, speaking of Great Britain's great naval preparations, says:

A particular service squadron, consisting of four of the swiftest cruisers in the navy, will be completed today (Tuesday), and after coaling it will await orders from the admiralty.

This squadron will probably make even more effective than at present the great patrol of the ocean now being carried out by our warships along the whole coast of Africa.

The channel squadron is at Gibraltar, while cruisers are at Las Palmas, St. Vincent and other points on the route to the Cape.

British warships are continually passing and repassing through the Suez canal.

A STRANGE MOVEMENT.

NEW YORK, Nov. 7.—A dispatch to the Herald from Hong Kong says:

The battleship Oregon, which intended leaving Tuesday for Manila, fired a recall gun Sunday, and left port early Monday morning. She is said to have received orders to proceed to Cebu. She was seemingly unprepared for sea.

DENIED BY HUNTINGTON.

NEW YORK, Nov. 7.—A report that the new Japanese Toyo Kiso Kisha steamship line has been absorbed by the Pacific Mail Steamship Company has been denied by C. P. Huntington, who said that he knew absolutely nothing of a development. Both lines, however, are said to be working in harmony and maintaining a common rate schedule.

Pears'

What virtue there is in bare cleanliness! Pears' soap does nothing but cleanse, it has no medicinal properties; but it brings the color of health, and health itself. Give it time.

PROSPERITY INTERFERED.

Columbus Dispatch.

Voters are now looking vigorously for some pretext to vote their tickets straight this fall, but the most remarkable case was that of an old German, who had for years voted the democratic ticket. He was met by a friend who asked:

"Well, Jacob, are you going to vote the democratic ticket straight this fall?"

"Yes, I guess I will."

"What, after going through all the hard times we have, when you were complaining so bitterly?"

"Yes. You see, when Cleveland was president I have plenty time to go fishing, but now I have to work all the time and can't have no fun. I guess I vote de ticket straight dis time, anyhow."

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